

Q&A: T&E, PSA Peugeot Citroën and real-world fuel economy data

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Don't the real-world emissions depend on how and where the car is driven? How can you say the results are typical and representative?

The results will not be representative of every driver but should be for a typical driver of the tested model. This can be done by taking special care to ensure that the car is driven during the test in a way that is typical of the model being tested and that the test results are adjusted for typical use of the model too. PSA has a detailed database of how and where their customers drive their cars that enables this to be done.

Is a real-world test reproducible as the car will experience different driving conditions?

Yes, the Whatcar Real mpg system shows reproducible real-world CO₂ tests are possible by normalising the test results. We will be using a similar technique. Road tests are not as reproducible as laboratory ones – but are far more representative.

If you haven't finalised the testing protocol how do you know it will work?

A lot of experience has been gained by developing the Real-World Driving Emissions test for diesel NO_x. PSA and T&E have agreed in detail how to perform the test to ensure the results are representative. We will be finalising and detailing the protocol and undertaking validation testing over the next few months before announcing the results. If T&E is not confident of the outcome we will not endorse the data.

What will T&E do if it finds the results are not really representative?

We will discuss with PSA and seek to improve the testing method. If we can't reach agreement with PSA we will end our involvement.

Can you give technical details about the methodology?

Not every detail is agreed but we can give a broad indication. For example, the test will take account of higher emissions when the engine is cold; will be performed with lights and air conditioning on, etc. The car will use standard tyres and lubricants and be prepared exactly as suggested in the owner's manual. PSA and T&E want the results to be genuinely representative.

Isn't this just greenwashing?

No, if it was T&E would not be involved. PSA are trying to be transparent about the real-world fuel efficiency and CO₂ emissions of the cars they sell, and in the future it will also publish NOx emissions data. If the published figures are truly representative of those typically achieved by drivers, as we and PSA intend them to be, this will provide genuine transparency not greenwash.

Are you being paid?

No, T&E is not receiving any money for supporting this initiative and have not asked for money in the future. The work is funded from our existing resources. Our funders are documented in our [annual report](#).

Isn't it risky for T&E's reputation to endorse PSA cars in this way?

We are not endorsing the cars or the company – only the CO₂ data that is being published. We are confident of the testing methods being undertaken.

Do you think real-world tests should be used for CO₂ measurements instead of the new WLTP test?

No, the new WLTP should be introduced from 2017 as planned and be the basis of the 2021 and 2025 car and van CO₂ regulations. But a real-world check should be introduced to check for conformity (to ensure the production car matches the type approval test result). This would prevent carmakers exploiting flexibilities in the WLTP test procedures.

Why will the NOx results only be published as a second step?

Real-Driving Emissions tests should commence for all manufacturers in January 2016. The test will initially focus on fuel economy with NOx emissions done as a second step before the Euro 6-c limits come into force.

Should other carmakers do the same?

Absolutely, and we hope they do and will be pleased to work with others – T&E does not have any exclusive arrangement with PSA. The European Commission should also look to introduce real-world tests for CO₂ and fuel consumption.

Further information

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